

September 20, 2005

Agenda

September 20, 2005
10:00 AM – 12:00 PM

~~FTIP~~ SACOG
1415 L Street
Sacramento, CA 95814

Contact: José Luis Cáceres
916 340-6218

Meeting called by: Rachel Falsetti
Facilitator: Abhijit Bagde
Recorder/Time Keeper: Penny Gray / Cathy Gomes

Agenda topics

Item	Description	Time	Presenter
1	Topics/Agenda/Introductions	10:00	Abhijit Bagde
2	Ground Rules	10:05	Abhijit Bagde
3	Approval of the 8/9/2005 CFPG meeting minutes	10:10	Abhijit Bagde
4	Announcements and updates	10:15	All
5	Interim Fiscal Constraint Guidelines comment letter	10:20	Ted Smalley
6	FTIP/FSTIP two tier FE tack force update	10:30	Rachel Falsetti
7	Update on Fund Estimate	10:40	Rachel Falsetti
8	CMAQ /RSTP estimates	10:45	Cathy Gomes
9	CMAQ	10:50	Cathy Gomes
10	Update on Federal Reauthorization Federal Guidance	11:00	Wade Hobbs
11	SAFTEA LU – Four Year TIP cycle issue	11:10	Rachel Falsetti
12	2006 FTIP/FSTIP workshop – November 8	11:20	Abhijit Bagde
13	Schedule of Future CFPG Meetings and Topics	11:30	Rachel Falsetti
14	Amendment guidance & update FSTIP modification list	11:35	Rachel Falsetti / Raymond Odunlami
15	Notice of proposed rulemaking	11:45	Ross McKeown
16	6 month to award requirement by CTC and effect on FTIP/FSTIP	11:50	Abhijit Bagde
17	Follow-Up Items from last meeting: A. Rachel will distribute an email to request information regarding FTIP/FSTIP workshops. B. All other items included as item in above agenda	11:55	

18	<p>Open Forum & Next meeting date and location:</p> <p>November 1, 2005 CT (Potentially cancel)</p> <p>November 8, 2005 Workshop - LA</p> <p>December 13, 2005 MTC</p> <p>Date – TBA FHWA</p>	12:00	All
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P= In person

T= Teleconference

N= Not attending

Blank= No response

**CALIFORNIA FEDERAL PROGRAMMING GROUP (CFPG)
MEETING MINUTES – September 20, 2005**

The CFPG meeting was held at the SACOG Office in Sacramento from 10:00 a.m. to 12:30 p.m.

1. Topics/Agenda/Introduction:

The meeting started with the self-introduction of attendees.

2. Ground Rules:

Abhijit Bagde, Caltrans, Federal Programming, gave a brief overview of ground rules for the meeting. Here are the full ground rules:

- Since there are phone participants, everyone who speaks should state his/her name and agency.
- Keep comments as brief as possible.
- Stick to the current agenda item. Additional items not in the agenda will be added to the end and will be discussed if time permits.
- Turn off cell phones and limit interruptions.
- This is a forum to hear everyone's concerns, comments and suggestions. Please make sure your voice is heard.
- Facilitator to ask before moving on to the next item if anyone on the phone has any additional comments on the item, then pause for a few seconds.
- Respond to follow-up items and meeting notices by the deadlines.
- Except for follow-up items, the minutes will include discussions that take place during the meeting only. If you do not want what you say during the meeting included in the minutes, state "off the record."
- When not speaking, phone participants to keep their phones on mute if possible.

3. Approval of 8/9/05 CFPG meeting minutes:

The meeting minutes for August 9, 2005, were approved with no changes.

4. Announcements and updates:

Penny Gray has joined the Caltrans Headquarters' Office of Federal Transportation Management Program. Penny joins Abhijit Bagde and Cathy Gomes as FSTIP/FTIP coordinators. Rachel Falsetti will distribute a memo detailing the specific areas of responsibility within the next week.

FHWA and FTA approved the Tahoe Metropolitan Planning Organization's 2004 Federal Transportation Improvement Program as part of the 2004 FSTIP on September 6, 2005.

Shaun Ng provided an update on the Data Base Integration Study as requested by Olin Woods, SACOG. The study has been completed and the Feasibility Study Report (FSR) has been submitted to the Department of Finance (DOF). A decision from DOF is expected sometime in October. The strategic plan calls for implementation in stages within 5-10 years. A separate FSR has been prepared to convert the Federal Aid Data System (FADS) to an oracle base.

5. Interim Fiscal Constraint Guidelines

Ted Smalley, TCAG, reported that the draft letter should be out next week. Comments received fell into three categories: (1) How to implement the Operations and Maintenance changes; (2) It appears the Guidance is forcing the TIP to become a cash flow document instead of a programming document; and (3) What types of projects have to be listed if they do not use federal funds.

6. FTIP/FSTIP Two Tier FE Task Force Update

Rachel is preparing a letter regarding programming under the two-tier fund estimate. Distribution should occur towards the end of November. Agencies should be aware that if they decide to program at the higher fund estimate level and revenues don't materialize, they could be found out of compliance with financial constraint requirements and would place the regional FTIP under lockdown.

7. Fund Estimate Update:

Final numbers should be distributed to the RTPA group by the end of this week, and adopted by the CTC September 29th. SAFETEA-LU changes resulted in the final amounts being approximately \$200-300 M less than previously estimated over the 5-year period.

8. CMAQ/RSTP Estimates:

CMAQ and RSTP estimates for FFY 05/06 and 06/07 have been distributed. These estimates are based on SAFETEA-LU. Changes which impact the CMAQ apportionments include: (1) formula revisions; (2) change from 1 hour ozone to 8 hour ozone; (3) total estimated dollars for California; (4) change in population.

No new estimate will be prepared for 04/05 because of the timing (too close to the end of the fiscal year. Actual apportionments cannot be distributed until FHWA releases the suballocation tables for 04/05. This may take several more months. If the actual apportionments are greater than the estimates, regions will not receive additional OA. This situation is similar to what occurred in FY 03/04.

9. CMAQ:

Lisa Rheinhardt is preparing a "white paper" on the CMAQ implementation issues of SAFETEA-LU. Specifically, this issue deals with the change from the 1-hour ozone standard to the 8-hour ozone standard. Because AMBAG and SBCAG are attainment for the 8-hour standard, the areas no longer meet the formula requirements for the distribution of CMAQ funds. During the development of SAFETEA-LU, regions agreed to provide "phase-out" funding to AMBAG and SBCAG for their support of SAFETEA-LU language preferences.

Also discussion on CMAQ funds used for clean diesel fuel. There have been several questions concerning retrofits, and priorities for use of CMAQ funds. The language in SAFETEA-LU suggests three priorities for CMAQ funds: (1) diesel retrofits; (2) cost-effective projects with emission benefits; and (3) congestion management projects with emissions benefits. This language is to be used as a guide only, and should not be construed as mandated priorities.

Cathy will distribute information on the CMAQ Task Force within the next two weeks.

10. Update on Federal Reauthorization Guidance:

Wade Hobbs provided an update on the Planning and Programming Guidance as well as updates to several new programs in SAFETEA-LU. Wade encouraged everyone to peruse the FHWA website on SAFETEA-LU. (<http://www.fhwa.dot.gov/safetealu/index.htm>) The website contains the actual bill, fact sheets for the major programs, funding tables and should soon contain interim guidance for planning, environmental, and air quality. These documents are currently available at <http://www.fhwa.dot.gov/hep/legreg.htm>

Section 6001 of SAFETEA-LU contains the Planning and Programming changes to the TIP cycle. Modifications currently underway may be completed under TEA-21. After July 2007, all SAFETEA-LU planning provisions must be met. Major changes to the FTIP/FSTIP include:

- (1) - metropolitan transportation plans must be updated at least every 4 years in air quality nonattainment and maintenance areas, at least every 5 years in attainment areas;
- (2) - STIPS and metropolitan TIPs must be updated at least every 4 years and must contain at least 4 years of projects and strategies;
- (3) - plans must discuss environmental mitigation;
- (4) - must consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation in developing long range plans;
- (5) - states must consult with federally recognized tribal agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in developing the Statewide Long-range Transportation Plan;
- (6) - MPOs shall employ visualization techniques in the development of plans and TIPs. States shall also employ visualization techniques in the development of the Long-Range Transportation Plan;
- (7) - metropolitan plans shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize safety and mobility;
- (8) - MPOs must develop and utilize a "participation plan" that provides reasonable opportunities for interested parties to comment on the content of the long-range plan and TIP. This "participation plan" must be developed "in consultation with all interested parties";
- (9) - must display an annual listing of projects including bike facilities and pedestrian walkways.

The Borders and Corridors program will be phased out as currently authorized. Instead, approximately \$830M will be available to each state each year for eligible projects. Projects will be selected by each state based on eligibility criteria. Federal Guidance may be available in November.

11. SAFETEA-LU – Four Year TIP Cycle Issue:

Rachel Falsetti presented the draft issue paper on the SAFETEA-LU change in the TIP cycle. Comments on the paper must be submitted to Rachel no later than noon September 21. Rachel reiterated that the difficulty with the 4-year cycle is the uncertainty of state or other nonfederal funds over the 4-year period. Ross McKeown, MTC stated that we should not develop a response based on the current unstable state funding – hopefully this is only a temporary situation (state budget deficit). Instead, he proposed an additional alternative to take advantage of the 4-year cycle. Ross proposed a 4-year TIP with a 3-year cycle. This would allow flexibility for an additional year of projects and still take advantage of the 4-year cycle. Also, in between cycles you would still be able to submit amendments. Rachel agreed to add this option to the issue paper. Rachel will also check with Sharon Scherzinger regarding distributing the issue paper on the change to the RTP cycle. Olin Woods requested Rachel Falsetti check with Ken De Crescenzo regarding submitting a technical correction bill to retain the 4-year TIP cycle but include a 5-year list of projects.

12. 2006 FTIP/FSTIP Worksheet November 8:

It was agreed that due to the statewide special election, the date of the workshop would be changed from November 8 to one day the week of December 6-9. The workshop will be held in Sacramento. It is not expected that the Planning Regulations will be available by that date. However, additional Guidance from FHWA regarding SAFETEA-LU programs should be available.

13. Schedule of Future CFPG Meetings and Topics:

The November 1 meeting will be held in Sacramento. The December meeting will be cancelled. Instead, the 2006 FTIP/FSTIP workshop will be held sometime during December 6-9. The January meeting will be scheduled for the 2nd week in January. Programming of new demonstration projects will be an agenda item for the November CFPG meeting.

14. Amendment Guidance and update FSTIP Modification List

Raymond Odunlami stated that he had discussed this issue with FHWA and the outcome was that if the change is visible to the public, an amendment must be prepared. There was continued discussion as to what should be visible to the public – what info is required in a TIP and what must be posted for the public. Wade Hobbs agreed to provide a list of required TIP elements. Discussion continued regarding the magnitude of the change and whether you could have separate documents – one “official” TIP document, another for posting to the public which would not reflect all changes. Per FHWA, if it adds value to the document, then an amendment must be prepared.

15. Notice of Proposed Rulemaking

Rachel will distribute Caltrans’ comments as well as those from MTC. MTC had suggested FHWA consider applying the inactive definition to programs instead of individual projects. For example, the CMAQ program would be allowed to have a specific dollar amount related to inactivity. Ross also stated that it has been very difficult to obtain expenditure information from FMIS. Gary Vettese questioned if the Department intended to implement the procedures outlined in the September 19, 2005 letter prior to finalization of the rulemaking. Per Laura Quintana, Caltrans Local Assistance, the procedures outlined in the September 19

letter pertained to the audit of the Department by the federal Office of Inspector General and were not specific to the proposed rulemaking. The Department cannot wait to implement these procedures. The Department's efforts are aimed at identifying federal funds not being used.

16. Six Months to Award Requirement by CTC and Effect on FTIP/FSTIP

The general discussion concerned the difficulty in meeting this requirement. Abhijit presented a proposal whereby requests for amendments are submitted to Caltrans 1-2 weeks prior to the CTC meeting for approval. The amendment should then be approved by FHWA approximately 6 weeks after the CTC meeting. StanCOG has specific concerns over the inability to meet this requirement for STIP TEA projects. Rachel concurred that others had voiced similar concerns. For now, if you are unable to meet the six months to award requirement, you will have to go forward to the CTC with an extension request. The Office of Federal Transportation Management Program's goal is to reduce the time period required for amendment approval. Agencies may opt to submit an FTIP amendment concurrent with the STIP amendment. The FTIP amendment would be contingent upon CTC approval. Concurrent submittal would expedite the FTIP review and approval.

17. Follow-Up Items from last meeting:

FTIP/FSTIP workshop – Rachel will distribute an e-mail with specifics.

18. Next Meeting

November 1, 2005, in Sacramento.

Memorandum

To: Chairman and Commissioners

Date: June 23, 2005

From: Diane C. Eidam

BOOK ITEM 4.13
ACTION

2005-06 STIP/SHOPP Allocation Plan and Criteria

ISSUE: Given present uncertainties in future funding, what plan and criteria should the Commission use in making STIP and SHOPP project allocations in 2005-06?

RECOMMENDATION: Staff recommends approval of the attached plan and criteria for allocations in 2005-06. These are the criteria discussed at the Commission's special meeting on June 16, 2005.

BACKGROUND: The 2004 STIP and 2004 SHOPP schedule projects for allocation in each fiscal year. However, there is uncertainty and risk involved in determining the amount that the Commission can allocate in 2005-06 and subsequent years. Although the Proposition 42 Transportation Investment Fund (TIF) transfer anticipated for 2005-06 will apparently be realized, there remains uncertainty over the receipt of proceeds from tribal gaming bonds (originally anticipated for 2004-05 and now to be budgeted for 2005-06) and over the potential for the Proposition 42 TIF transfer in 2006-07. Most projects allocated in 2005-06 will expend most of their funds in 2006-07. Therefore, allocations for 2005-06 must take into consideration expectations and risks for funding in 2006-07.

California Transportation Commission
STIP/SHOPP ALLOCATION PLAN AND CRITERIA
July 2005

Guiding Principles:

- Provide economic stimulus.
- Provide for maximum use of TIF funds and federal funds.
- Maintain existing STIP/SHOPP programming and allocation process.
- Act in accordance with statutory priorities (Streets and Highways Code Section 167).
- Work with Caltrans and regional agencies to identify project priorities.
- Maintain equity in process.

General Allocation Plan Priorities:

- Limit allocations to STIP and SHOPP projects programmed for allocation in 2005-06 and to projects with extensions to 2005-06.
- All projects programmed for 2005-06 in the following categories will receive allocations as they are delivered:
 - SHOPP projects, as identified by the Department.
 - Projects eligible for funding from federal Transportation Enhancement (TE) funds.
 - Projects eligible for funding from the Public Transportation Account (PTA).
 - Annual STIP allocations for planning, programming, and monitoring.
 - Required STIP mitigation projects for construction projects already allocated.
 - Projects to match federal bridge (HBRR) funds.
- Projects programmed for 2005-06 in the following categories will receive allocations as delivered (first-come, first served) until September 2005 or until the Commission has allocated \$500 million for these projects, whichever is earlier. At that time, the allocation plan will be reviewed, and these projects may be given priority for allocation in the following category order:
 - Interregional road system projects.
 - Highway/railroad grade separation projects.
 - Projects to increase the capacity of other state highways and local roads by adding new lanes.
 - Operational improvements, including improvements to interchanges, intersections, signals, turn lanes, etc.
- The Commission will give lower priority to STIP projects in the following categories, funding them only when funding comes from TE or PTA or when funding is sufficient to fund all projects in higher priority categories:
 - Local road rehabilitation and reconstruction.
 - Bicycle and pedestrian facilities.
 - Landscaping.
 - Enhancements, including soundwalls and signage.
 - Transportation demand management, including ridesharing and freeway service patrols.
 - Reserves not designated for specific projects (RSTP/CMAQ match, AB 3090 replacement).

- Allocations will be made for any project component programmed in 2005-06 (environmental, design, right-of-way, or construction) according to the criteria above.
- Within each category above, the Commission will consider the following for individual projects on a case-by-case basis, as necessary:
 - Regional and Caltrans priority.
 - Season-sensitivity of project (if not voted now, project misses the construction season).
 - Project delivery status and order of delivery.
 - Match of available TCRP funds.
 - Status of county shares.
- The Commission will regard project components brought for a vote as meeting STIP timely use of funds deadlines, even if an allocation vote is not possible for lack of funds. The Commission will consider time extensions on a case-by-case basis only.
- For project allocations made in 2005-06, the Commission will allocate funds for construction or for purchase of equipment subject to the condition that they be encumbered by award of a contract within six months of the date of the allocation of funds. This Commission will apply this deadline in addition to the timely use of funds deadlines in Section 65 of the STIP guidelines. The Commission may extend this six-month deadline at the request of the agency implementing the project if it finds that an unforeseen and extraordinary circumstance beyond the control of the agency has occurred that justifies the extension.
- For projects receiving allocations in 2005-06, Caltrans will provide monthly reports to the Commission on projects that have not been awarded within four months (rather than six months) of the date of the Commission's allocation.

DRAFT
2006 Federal Transportation Improvement Program (FTIP) /
Federal Statewide Transportation Improvement Program (FSTIP)
Workshop Agenda

November 8, 2005
8:00 am to 4:30 pm

SCAG Building
Los Angeles, CA

- | | | |
|------|--|----------------------------------|
| I. | Welcomes and Introductions | Rachel Falsetti |
| | <ul style="list-style-type: none">• Name and Organization• FTIP Responsibilities | |
| II. | Workshop Purpose | Rachel Falsetti |
| III. | Programming Overview | Abhijit Bagde |
| | <ul style="list-style-type: none">• State / Federal Programming Approval Process• Federal Programming Process | |
| IV. | Roles & Responsibilities | TBD |
| | <ul style="list-style-type: none">• Metropolitan Planning Organizations (MPO's)• Caltrans Districts• Caltrans Headquarters• Federal Highway Administration• Federal Transit Administration | |
| V. | Financial Constraint Guidance | Wade Hobbs
Abhijit Bagde |
| | <ul style="list-style-type: none">• Fund types• Lump Sums• Advance Construction | |
| VI. | FTIP / FSTIP Amendment Guidance | Rachel Falsetti?
Mayela Sosa? |
| | <ul style="list-style-type: none">• Numbering Amendments• Formal vs. Administrative• The Perfect TIP Amendment• EPSP | |
| VII. | Regulations and Guidance | Mike Brady?
Steve Luxenburg? |
| | <ul style="list-style-type: none">• Conformity Relation to the TIP and RTP | |

- Exempt vs. Non-Exempt Projects (Tables II & III)
- New Non-Attainment Standards

VIII. 2006 FTIP / FSTIP and SAFTEA LU

Rachel Falsetti
Mayela Sosa?
Ted Matley?

- Schedule
- In relation to the State STIP Process
- FHWA perspective
- FTA perspective

IX. Caltrans HQ Federal Resources/Caltrans Local Programs

Penny Gray?
Fardad Falakfarsa?

- Roles and Responsibilities
- Federal Authorization Process

X. Workshop Summary

Rachel Falsetti

- Questions and Answers
- Wrap-up

Adjourn 4:00 p.m.